

Established February, 1845.

PRICE, \$2 PER MONTH

Shipping

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
 Agents.
 Hongkong, February 23, 1897. 832

TRIAL AT SHANGHAI OF AN ENGINE WORKED BY KEROSENE
The *N. C. D. News* of the 23rd instance gives the following description of a new engine the fuel supply of which is kerosene.—Some time ago we mentioned that the C. & J. Trading Co., Ltd., were importing a marine engine to burn kerosene. This engine has since arrived and has been fitted into a launch which was built by Boyd & Co.

On expressly for this. The launch is 27 feet long, with 5 feet 8 inches beam, 3 feet 6 inches draft and a draught of 22 inches. It is built of steel, and is the work of the Providence Harborside, called the *Petroleum*, the engine of which drives on 10 inch propeller. It is a Shipman automatic steam engine manufacturer, built by G. M. Crutchshank, of Providence, Rhode Island, and is of three horse power, which takes up very little room; not so much room as the engine supplied with a couple of tons of fuel, one on top of the other. The launch is full of tubes in which is the water, and is made of wrought iron. There are two furnaces; if such they may be called, as they are simply tubes into which are put the blow the flames which heat the water. The furnaces are formed by a spray of kerosene, which is blown through the flames of a common oil lamp. The flames are blown, causing an intense blast of fire. There is a diaphragm, a kind of safety valve, which automatically regulates the pressure.

and controls the steam pressure, the fire also being regulated by it and it does this in the following manner. As the pressure of steam rises in the boiler to the point at which the diaphragm has been set, the water is gradually raised, carrying with it a valve which automatically cuts off the passage of steam to the atomizers or spray diffusers, and thus reduces the fuel supply. Consequently there being only a small supply of kerosene projected into the furnace, when there is a certain amount of steam, the flame is small so that the steam is maintained at the required pressure. As

The pressure is taken off, the valve is again closed, and the steam is allowed to expand into the oil into the furnace, and the steam is again taken off, the action being very rapid. We had a practical illustration of this during the trip, for the steam having been allowed to run down, it jumped up from 40 lbs. to 100 lbs. in a very short time, and at that it remained through the emergency, and it was regained. The water supply is automatic, there being a float in the tank. This float is connected with a rod which opens and closes a valve, thus increasing or cutting off the supply of water to the feed pump, as required.

As we stated above, the fuel used is kerosene, which owing to combustion, leaves little or no smoke, so that the furnaces do not require to be cleaned. From 100 to 150 gallons of oil will drive the engine for a day, and a man with very little experience can attend to it satisfactorily. The boiler is contained in a jacket of sheet iron lined with asbestos felt, which keeps the heat in, and the engine has a single cylinder, 3 inches in diameter, and a stroke of 5 inches. The exhaust steam is condensed and returns into the water tanks.

of which there are two, one on each side of the boat, and a pipe connects them at the bottom, so that there is always the same quantity of water in each tank and thus the boat is always in trim. On our trip, the run was from the C. & J. Trading Co.'s jetty to the 'Point', a distance of about six miles; this was accomplished in one hour, practically against the tide.

The Shipman engine can be used for all manner of purposes, and is perfectly safe from explosion.

Quotations	
Hongkong, February 28.	
OPUM—New Patna, cash.....	540/542½
" Old " cash.....	560/562½
" Old Benares, cash.....	560/562½
" " " " " " " "	560/562½
" New Mowra, cash.....	625
" Allowance, Teels.....	72/80
" Old Mowra, cash.....	540/560
" Allowance, Teels.....	46/80
" Persian, Oils, cash.....	370/440
" Allowance, Teels.....	18/40
" Persian, Paper tied.....	400/600
" Allowance, Teels.....	48/80
Exchange.	
Hongkong, February 28.	
On London—	
Bank Wire,	3/23
" On demand,	3/23
" 30 days sight,	3/23
" 6 months sight,	3/3
Credit,	3/34
Documentary, 1 month's sight,	3/34
On Paris—	

On demara,	4.08
Oreclita, 4 months' sight,	4.17
On New York—	
On demara,	784
Oreclita, 60 days' sight,	794
On Bombay—	
Wire,	2164
On demand,	2204
On Calcutta—	
Wire,	2184
On demand,	2204
On Shanghai—	
On demand,	712
30 days' sight,	724
Gold Leaf, 100 fine	\$31.85
Sovereigns,	\$4.14
Temperature.	
<i>(Taken at Messrs. Paterson & Co.'s Premises, Queen's Road.)</i>	
BAROMETER— 9 A.M.	30.082
Do. 1 P.M.	29.690
Do. 4 P.M.	29.978
THERMOMETER— 9 A.M.	63
Do. 1 P.M.	63
Do. 4 P.M.	63
Do. (Wet bulb) 9 A.M.	57
Do. Do. 1 P.M.	57

Do. At 4 P.M.	59
Do. Minimum	53
Do. Minimum over night	60

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer	80.00
Temperature	60
Humidity	83
Direction of Wind	var
Force	var
Weather	b, c

Hongkong Observatory, Feb. 28, 1887.

SUN AND TIDE TABLE FOR HONGKONG.

(From *The Hongkong Almanack*).

MARCH.

Day of Month.	HIGH WATER.			LOW.		
	Morn.	Aft.	Moon.	Morn.	Aft.	Moon.
1	0.33	0.39	1.50	1.50	1.50	1.50

2	2.24	1.28	6.22	6.8
3	4.31	2.47	6.21	6.3
4	6.55	4.7	6.20	6.4
5	6.34	5.14	6.19	6.4
6	7.10	6.12	6.18	6.5

High water at Whampoa: 2 hrs. 30 mins. later than at Hongkong; at the Barrier: 3 hrs. 16 mins.; at the Salt Pile: 3 hrs. 50 mins.; at Shameen: 2 hrs. 45 mins.

ENGINE WORKED BY KEROSENE.
The *N. C. D. News* of the 23rd inst. gives the following description of a new engine the fuel supply of which is kerosene:—Some time ago we mentioned that the C. & J. Trading Co., Ltd., were importing a marine engine to burn kerosene. This engine has since arrived and has been fitted into a launch which was built by Boyd & Co.

[illegible]

Consequently there being only a small supply of kerosene projected into the furnaces, when there is a certain amount of steam, the flame is small so that the steam pressure is maintained at the required pressure. As the pressure is taken off, the valve is again closed, which causes an increased spurt of oil into the furnaces, and the steam goes up again, the action being very rapid. We had a practical illustration of this during the trip, for the steam having been allowed to run down, it jumped up from 40 lbs. to 110 lbs. in two minutes, and at that it remained.

As we stated above, the fuel used is kerosene, which owing to combustion, leaves little or no smoke, so that the forams do not require to be cleaned. From one to one and a half gallons of oil will drive the engine for one hour, while a person with very little experience can attend to it satisfactorily. The engine has a tank of oil which is connected with a jacket of sheep's wool lined with

substance folding which keeps the heat inside the boiler. The engine has a single cylinder, 3 inches in diameter, with a stroke of 5 inches. The exhaust steam is condensed and returns into the water tanks of which there are two, one on each side of the boat, and a pipe connects them at the bottom, so that there is always the same quantity of water in each tank and thus the boat is always in trim. On our trip, the run was from the C. & J. Trading Co.'s

The Shipman engine can be used for all manner of purposes, and is perfectly safe from explosion.

Quotations
HONOLULU, February 28.

Old	cash	540/542
"	Old	cash
"	New Benares, cash	500/502
"	Old	cash
"	New Malwa, cash	525
"	Allowance, Teals	72/80
"	Old Malwa, cash	540/560
"	Allowance, Teals	45/80
"	Persian, Oily, cash	370/440
"	Allowance, Teals	16/43
"	Persian, Paper tied	400/600

Allowance, India	48/80
Exchange.	
HONGKONG, February 28.	
On London—	
Bank, Wire,	3/24
On demand,	3/24
30 days' sight,	3/24
4 months' sight,	3/3
Credit,	3/34
Documentary, 1 months' sight,	3/34

On rails—	
On demand,	4.08
Credits, 4 months' sight, ...	4.17
On New York—	
On demand,	78½
Credits, 60 days' sight, ...	79½
On Bombay—	
Wire,	218½
On demand,	220½
On Calcutta—	
Wire,	218½

On demand	2201
On Shanghai	
On demand	712
30 days' sight	724
Gold Leaf, 100 fine	\$31.85
Sovereigns	\$4.14

Temperature

(Taken at Messrs. Macalister & Co.'s Premises,
Queen's Road.)

BAROMETER—	30.032
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Do.	1 P.M.	28.990
Do.	4 P.M.	28.973
Thermometer.	9 A.M.	60
Do.	1 P.M.	63
Do.	4 P.M.	63
Do.	(Wet bulb) 9 A.M.	57
Do.	Do. 1 P.M.	59
Do.	Do. 4 P.M.	59
Do.	Maximum	63
Do.	Minimum over night	60

METEOROLOGICAL REGISTER.
AT 4 P.M. TO-DAY.

Barometer	30.00
Temperature	60
Humidity	63
Direction of Wind	ENE
Force	1
Weather	c

Hongkong Observatory, Feb. 28, 1887.

SUN AND TIDE TABLE FOR HONGKONG. (From The Hongkong Almanack.) MARCH.				
	HIGH WATER.		SUN.	
Day of Month.	Morn. H. M.	Aft. H. M.	Rise. H. M.	Set. H. M.
1	0.33	0.38	6.23	6.8

2	9.24	1.29	6.22	6.8
3	4.31	2.47	6.21	6.3
4	5.55	4.7	5.20	6.4
5	6.34	5.14	0.19	8.4
6	7.10	8.12	0.18	6.6

High water at Whampoa: 2 hrs. 30 mins. later than at Hongkong; at the Barrier: 3 hrs. 15 mins.; at the Salt Pile: 2 hrs. 30 mins.; at Shamoon: 2 hrs. 45 mins.

Moon.—First Quarter 3d. 26. 45.

As we stated above, the fuel used is kerosene, which owing to combustion, leaves little or no smoke, so that the for-mances do not require to be cleaned. From one to one and a half gallons of oil, will run the engine for one hour, while a person with a little experience can clean the engine in five minutes. The engine is mounted in a jacket of sheet iron lined with asbestos foling which keeps the heat in the combustion boiler. The engine has a single cylinder, 3 inches in diameter, with a stroke of 5 inches. The exhaust steam is condensed and returns into the water tanks, which there are two, one on each side of the boiler, which connects them at the bottom, so that there is always a uniform quantity of water in each tank, and the steam is always in trim. On our trip, the boat was from the C. & J. Trading Co.'s jetty to the "Point", a distance of about six miles; this was accomplished in one hour.

Annotations

Bank, Wire,	3/23
On demand.	9/21

30 days' sight.	72 1/2
Gold Leaf, 100 fine.	\$31 95

METEOROLOGICAL REGISTER.

Point	H. M.	H. M.	H. M.	H. M.
1	0.33	0.35	0.23	0.2

2	2.24	1.28	6.22	6.8
3	4.31	2.47	6.21	6.3
4	5.55	4.7	6.20	6.4
5	6.34	5.14	6.19	6.4
6	7.10	6.12	6.18	6.5

High water at Whampoa: 2 hrs. 30 mins. later than at Hongkong; at the Barrier: 3 hrs. 15 mins.; at the Main Flank: 3 hrs. 30 mins.; at Shumshan: 3 hrs. 45 mins.

— First Quarter 30. 81. 45. —

THE CHINA MAIL.

Insurances.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 1 per cent. net premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881. 388

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & Co.
Hongkong, July 25, 1872. 406

Mails.

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERANEA AND BLACK SEA PORTS.

MARSEILLES AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAMBURG, BORDEAUX, DUNKERKE AND ANTWERP.

ON MONDAY, the 8th March, 1887, at Noon, the Company's S.S. IKAUADY, Commandant BUREL, with MAILS, PASSENGERS, SPECIES and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 7th March, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, February 25, 1887. 383

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING, will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 9th February, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Return Passengers—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Head-Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, February 12, 1887. 253

Mails.



STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship THAMES, Captain W. A. SEATON, with Her Majesty's Mails, will be despatched from this office for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 1st March, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Acting Superintendent.
Hongkong, February 18, 1887. 295

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI.

ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 21st day of March, 1887, at Noon, the Company's S.S. BRUNSWICK, Capt. Schöner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 20th March. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to MELOERS & Co., Agents.
Hongkong, February 21, 1887. 321

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on TUESDAY, the 6th April, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Return Passengers—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, February 26, 1887. 366

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE, with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & Co., Price, 75 cents.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. EITEL, Ph.D., TORINO. THIRD EDITION. REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & Co., Agents.
Hongkong, February 12, 1887. 253

Intimations.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, PEARL STREET, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to modify the cause of dissatisfaction.

D. GILLIES, Secretary.
Hongkong, August 25, 1885. 1458

GRIFFITH'S PHOTOGRAPHIC STUDIO.

1, DUDDELL STREET, HONGKONG.

OWING TO EXTENSION OF LEASE, these PREMISES will be CLOSED in MARCH NEXT.

Mr. GRIFFITH requests of those who have favoured him with sittings and desiring more Copies that they will forward him their Orders at earliest date, and he would be glad to Lease suitable Premises in a good Central position.

Hongkong, January 29, 1887. 160

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FREEMAN MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly.

Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of news, and for their personal use, will welcome the paper for the Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION: Per Annum, \$12.00, postage, \$1.00. Single Copy, 0.30.

China Mail Office, Hongkong.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH MORNING STAR.

RUN DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tsui at the following hours:—This Time Table will take effect from the 21st October, 1886.

WEEK DAYS. SUNDAYS.

8.00 AM. 7.00 AM. 6.00 AM. 7.00 AM.

8.00 " 8.25 " 7.30 " 8.00 "

8.50 " 9.15 " 8.00 " 8.15 "

9.40 " 10.20 " 10.30 " 10.45 "

10.40 " 10.55 " 11.00 AM. 11.00 "

11.15 " 12.25 P.M. 12.25 " 1.15 P.M.

12.45 P.M. 1.00 " 1.25 " 1.55 "

1.25 " 1.55 " 2.25 " 2.55 "

2.20 " 2.55 " 3.25 " 3.55 "

3.25 " 3.55 " 4.10 " 4.10 "

4.10 " 4.25 " 4.30 " 4.30 "

4.50 " 5.10 " 5.25 " 5.40 "

5.25 " 5.40 " 5.55 " 6.15 "

5.55 " 6.15 " 6.30 " 6.45 "

6.30 " 6.45 " 7.00 " 7.00 "

7.00 "

There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

THE CHINA REVIEW.

VOL. XV. NO. 3.

NOTICE.

PART 3 of Vol. XV. of the China Review, or NOTES and QUERIES on the Far East is NOW READY.

The present Number contains the continuation of Mr. Playfair's interesting narrative of the Bombardment of Pakhoi, an unrecorded episode of 1882; an article, by Dr. E. J. Eitel, on the Law of Testamentary Succession as popularly understood and applied in China, which possesses considerable legal value; a brief but entertaining article on Early Chinese History, by Mr. Herbert J. Allen; a List of Characters used in Spelling in the Concise Dictionary of Dr. Chalmers, prepared by the Rev. F. E. W. Hartmann, with their pronunciation in Pekingese, added by Dr. Chalmers himself; and that of Cantonese by Mr. Hartmann; and an introductory article by Dr. Chalmers, a New Key to Dr. Chalmers' Chinese Kang-Hsi, by Mr. Playfair; The Hall of Light, by Dr. Eitel; a further instalment of Hakmats; Parallelisms of the Canton Dialect; and an extensive collection of interesting and valuable Notes and Queries, by Mr. Parker and others, together with Notices of New Books, and a List of New Works on China, and Chinese Subjects.

Terms of Subscription:—\$6 per annum. By Post:—\$6.50. do.

Hongkong, February 1, 1887.

WASHINGTON BOOKS.

(In English and Chinese.)

WASHINGTON'S BOOKS, for use as a text-book of the Chinese, can now be had at this Office. Price, \$1 each.

CHINA MAIL Office.

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW.

By E. H. PARKER.

Can be obtained from KENT & WALSH at Shanghai and Hongkong; at LANE, CRAWFORD & Co., Hongkong; and at the China Mail Office.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h, near the Kowloon shore k, and those in the body of the Harbour are marked g.

Shipping or midway between each shore are marked e, in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

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